

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,386 號陸拾捌百叁千壹萬第 日陸十月十年六十二緒光 HONGKONG, MONDAY, FEBRUARY 4TH, 1901. 壹拜禮 號肆月式壹零 九千壹萬港幣 PRICE, \$2½ PER MONTH

## A. S. WATSON & Co., LIMITED.

SUNDAY HOURS OF BUSINESS.  
FROM this date THE HONGKONG DISPENSARY will be OPEN for BUSINESS on SUNDAYS from 10 A.M. to 1 P.M.  
Medicines and necessities can be procured at other times from the English Assistant on duty.

## A. S. WATSON & Co., LIMITED.

Hongkong, 28th January, 1901. [a1632]

CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

NAPIER JOHNSTONES

## SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'s Selection.  
Sole Agents for it—  
LANE, CRAWFORD & CO.  
Hongkong.

JOHN WALKER & SONS'

## KILMARNOCK WHISKY.

This World-renowned.  
FINE OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & Co., and are obtainable in Hongkong of SIEMSEN & CO.  
Hongkong, 28th July, 1897. [a19]

## CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong. [a18]

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour

8.30 a.m. to 9.30 a.m. Every ten minutes

9.30 a.m. to 10.45 a.m. Every quarter of an hour

11.30 a.m. to 3.00 p.m. Every quarter of an hour

3.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 7.30 p.m. Every ten minutes

7.30 p.m. to 8.00 p.m. Every fifteen minutes

Night cars at 8.45 p.m. and 9 p.m. and from 9.15 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

7.15 a.m. to 10.15 a.m. Every half hour

10.30 a.m. to 11.00 a.m. Every ten minutes

Noon to 2 p.m. Every quarter of an hour

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Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 2nd February, 1901. [a2560]

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a speciality.

MCKIRDY & CO.,  
43 & 43A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [a2509]

## GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net weight.  
\$3.00 per Bag of 250 lbs.

SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 2nd July, 1900. [a3102]

## WILLIAM MACLEOD, D.D.S.

DENTIST.

BEACONSFIELD ARCADE  
(Opposite Hongkong & Shanghai Bank.)  
Hongkong, 10th November, 1900. [a76]

## THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.  
SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE. SASSAPARILLA. RASPBERRYADE. TONIC WATER. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers [a39]

## FURNISHING DEPARTMENT.

WINTER SEASON'S GOODS JUST ARRIVED.

## COMPLETE HOUSEHOLD FURNISHING.

LARGEST STOCK OF BEDSTEADS, CARPETS, LINOLEUMS, CURTAINS, &c., IN THE EAST.

ESTIMATES FREE.

## LANE, CRAWFORD & CO. [a38]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World. The following are some of their Stocks with the undersigned:—

## SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal

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A fine, full, and fraily wine.

## AMOROSO SHERRY, \$20 PER DOZ.

## LA TORRE SHERRY, \$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

## BENEDICTINE LIQUEUR—D.O.M., \$39.75 PER DOZ.

VERY soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a47]

## EXTRA SPECIAL FINEST LIQUEUR WHISKY. . . .

A BLEND COMPOSED OF THE FINEST HIGHLAND WHISKIES, THOROUGHLY MATURED IN SHERRY CASKS IN BOND.

MILD AND MELLOW.

## CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 31st January, 1901. [a40]

## COTTAM & CO.

DRESS SHIRTS. DRESS SHOES.

DRESS TIES. DRESS GLOVES, &c., &c.

## SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

## TONIC AND REFRESHING.

SOLE AGENTS—

## WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS.

HONGKONG. [a43]

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EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,  
17A, QUEEN'S ROAD, HONGKONG. [a44]

## UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS. FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.  
CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c., "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FURNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURCEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.  
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ... THOMAS SKINNER.  
Superintendent ... ARCHIBALD RITCHIE.  
[a46] DODWELL & CO., LIMITED, General Managers

## CLUB WHISKY \$12 PER DOZ.

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NEW BOOKS AND NEW EDITIONS.

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PIPES, TOBACCO, CIGARS, CIGARETTES.

LADIES' and GENTLEMEN'S BLACK and BROWN WALKING SHOES.

GAMES of all kinds.

PLAYING CARDS in Great Variety.

23 & 25, Queen's Road, Hongkong. [a37]

## JUST RECEIVED IN SPLENDID CONDITION.

SPICED NORWEGIAN ANCHOVIS IN KEGS.

SALT HERRINGS IN KEGS.

SALT SALMONBELLIES IN KEGS.

SALT SARDELLS IN TINS.

RUSSIAN CAVIAR IN TINS.

BONELESS ANCHOVIS, SARDINES AND MACKERELS IN OIL.

FRIED SWEDISH LAMPREYS IN OIL.

FRIED BALTIC HERRINGS IN OIL AND TOMATO SAUCE.

FRIED BALTIC DELICATESSE EEL.

SPROUTS IN OIL. PRESERVED LAX. STUFFED AND PLAIN OLIVES.

FRESH GRUYERE, ROQUEFORT, CAMEMBERT, LIMBURGER, &c., CHEESE.

FRESH GERMAN METTWURST SAUSAGES.

G. GIRAULT,  
6, QUEEN'S ROAD CENTRAL.

## KELLY & WALSH, LD.

NEW BOOKS AND NEW EDITIONS.

The ENGLISHMAN IN CHINA during the Victorian Era as Illustrated in the Career of SIR RUTHERFORD ALCOCK, K.C.B., D.C.L., Consul and Minister in China and Japan. By ALEXANDER NICOL, 2 Vols. \$20.00

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PHOTOGRAPHS of PEKING, TIENTSIN, &c., during the recent operations.

JUST RECEIVED.

SLAZENGER'S E.G.M. TENNIS RACQUETS. [a36]

HAILEY & MURPHY. CONSULTING ENGINEERS AND SURVEYORS. 60 & 62, DES VŒUX ROAD. Telephone No. 187. Telegrams "Contract." W. S. BAILEY, M.I. MECH. E. E. O. MURPHY, WH. SC. A.M.I. MECH. E. Hongkong, 4th January, 1901. [13]

COLD STORAGE. THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates. Wm. PARLANE, Manager. Hongkong, 17th February, 1899. [66]

JURY LIST, 1901. NOTICE is hereby given that pursuant to the provisions of Section 6 of The Jury Consolidation Ordinance, No. 18 of 1897, I have this day caused to be posted, at the chief entrance to the Court House, a List of all Persons ascertained by me to be liable to serve as Jurors. The names of Special Jurors are shown therein in italics. The said list will remain so posted until the 15th instant, in order that any person may apply by notice in writing to me requiring that his name or the name of some other person may be respectively either added to or struck off from the said list upon cause to be duly assigned in such notice. J. W. NORTON-KYSHE, Registrar. Supreme Court, Hongkong, 1st February, 1901. [a46]

## INSURANCE.

THE STANDARD LIFE ASSURANCE CO. is one of the largest and best known of the BRITISH LIFE OFFICES. Funds exceed Nine Millions Sterling. Annual Revenue over One Millions One Hundred and Fifty thousand. For full Particulars, rates, &c., apply to DODWELL & CO., LIMITED, Agents. Hongkong, 8th November, 1900. [1-a1873]

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## HONGKONG HOTEL

A First Class Hotel in every respect

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE. [50]

## THE PEAK HOTEL.

City Office: 7, Duddell Street. [93]

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP. The PEAK, near the Tram Terminus. Tel. 56. For Terms, apply to the MANAGER. Hongkong, 2nd July, 1900. [53]

## THE Waverley Hotel.

ICE HOUSE STREET, HONGKONG.

## FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH. [51]

## THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate. A. FONSECA, Manager. Hongkong, 1st December, 1899. [52]

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden. It is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers and from which there is a regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS, Proprietors. Hongkong, 8th September, 1900. [3096]

## HING KEE HOTEL (ESTABLISHED 1873) MACAO.

THIS First-class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "HINGKEE" [3119]

## CARBOLINEUM-AYENARIUS USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [372]



## INTIMATION.

## A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SCOTCH WHISKY.

- Per Case 1 doz.
- A—THORNE'S BLEND, White Capsule..... \$10.80
- B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark..... 10.80
- C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark..... 12.00
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule..... 14.40
- E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, GOLD CAPSULE..... 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of SUPERB QUALITY, AND PRO- NOUNCED BY LEADING LOCAL CONNOISSEURS TO BE THE BEST BRAND IN THE HONGKONG MARKET.

## A. S. WATSON &amp; CO. LIMITED.

THE HONGKONG DISPENSARY.

[35]

## DEATH.

On the 31st December, at Whitechurch, Salop, in his 26th year, ROBERT, only son of Thomas WINDSON, of Bangkok, Siam.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th February, 1901

Most of us were inclined to believe that the acceptance by the Chinese Emperor of the preliminary points demanded by the Powers marked the first stage in the wearisome negotiations with the truculent Court at Hsianfu, and that henceforth it would be easier to arrange the outstanding differences between China and the Western nations. Reasoning, however, from what has since taken place, it daily looks more as if the nominal acceptance of the terms was but yet another shifty device to throw dust in the eyes of the Powers, and gain time pending the eventualities of "something turning up." The underhand dealings of China with Russia, of whatever nature they be, seem in some way connected with the policy of delay. It is suggested that Corea is involved in the deal. According to Japanese reports Russia has recently been re-commencing in Corea a policy of interference, and though in regard to Corea the peculiar sensitiveness of the Japanese as a nation on all topics concerning that peninsula, might lead us to lay the less stress on statements coming from Japanese sources, there is, we believe, too much evidence that the communications between the Russian representative and the Korean Court have been unfriendly. It is true that Russia from St. Petersburg has given a specific denial to all these reports; and we seem to be placed in the dilemma of either accepting her word, or of judging her by her acts rather than her promises. Now, while we have no reason whatever to doubt the sincerity of Russia's assurances that she is anxious to consolidate rather than to advance, we cannot afford to ignore the fact that she is still at that stage which has ever in the past proved itself fraught with danger for every nation which has assumed the part of military conquest. It was this identical cause that led to the sudden fall of the ancient Assyrian Empire at the height of its power. Assyria had spent her energies in strengthening her front, and had neglected to keep her centre in touch with her extremities. When the time came for an attack on her communications, she was

found helpless, and succumbed to the first serious blow. Russia, in like manner, ever kept her strength in front, while at the same time taking care to present a formidable armament in Europe. There is, however, little real sympathy between the extremities; Russia in Europe and Russia in Siberia are, in fact, rapidly becoming separate entities; and the two heads of the hydra, though nourished by the same heart's blood, do not always, nor perhaps often, beat together in unison. This is the opportunity offered to a statesman of the temperament of LI HUNG-CHANG, of which all through his long life he has ever taken advantage of. In this he acts on an instinct common to all delaying nations, and the only peculiarity is that he has for so long worked on the principle, and has done so in so astute a manner, that those on whom he has exercised his peculiar talent have been the last to recognise the fact. That Russia is perfectly cognisant of this source of weakness there is no doubt; and St. Petersburg would gladly pause, but her men of action are in front, and are impatient to take advantage of the opportunities offered from day to day. Over such men the central government has ever lacked control. It was in vain that men like CHEN-NAIEFF and KAUSMANN were placed under the hani, or even disgraced, the work went on. Some local officer became engaged in an intrigue, which seemed to his chief to compromise his relations with his neighbours; these in the heat of passion were followed by hectoring demands, till at last the heated passions on both sides broke out in open violence. Such a position opens a world of possibilities to a man of LI HUNG-CHANG's antecedents; Corea, flanked on either side by Russia and Japan, offers an ideal opportunity; and no one knows better than the old tempter that if he blows the flame up to a certain height, the old leaven will become too powerful for the Court at St. Petersburg to restrain the ferment. Meanwhile the teachings of history are all being cast to the winds by the factors in this tragic comedy. The calm student recalls in vain to the heated actors the lessons of the past; and it has become useless to point out to Russia or China the inevitable dangers of the course on which both are bent.

The U.S. flagship *Brooklyn* arrived yesterday from Manila, and the French light-draught gunboat *Avanache* from Canton.

A marine of H.M.S. *Barfleur* was charged before Mr. Hagelard on Saturday with behaving in a disorderly manner in a shop at 7, Wellington Street, on the 1st instant, and assaulting two of the occupants. He was fined in all \$8, which sum he paid.

It is stated that a strong party of members of Parliament interested in the Chinese question is being organized with a view to active measures being taken in the coming Session to bring the whole subject of our policy in the Far East prominently before the House of Commons and the country generally.

To-night Harmsen's Circus opens again and will present several new features that have been held in reserve hitherto. Of the performers whom we have already seen the Jansons must be credited with one of the greatest successes accorded any in their line, and they are certainly masters in athletics. The other items of the programme are excellent in their way, and make up a noteworthy programme. There will be a matinee on Wednesday, and on Friday evening next Manager Love will be the recipient of a complimentary Benefit, when several novelties will be presented.

Mr. Erich Georg says in his weekly share list, dated Hongkong, Friday, 1st February:—"Business during this week has been somewhat quieter, owing, no doubt, to the January settlements, which, however, have passed off very satisfactorily." Mr. Georg desires to point out that under the heading of Docks, Wharves, and Godowns he should have said:—"Hongkong and Whampoa Dock Company shares have further improved, but only unimportant lots have been done at 620 and 625 per cent. prem. cash; the closing quotation is 630 per cent. prem. buyers." The figures actually appeared as 520, 525 and 535, which was an error.

The entries for the Hongkong Jockey Club's Meeting on the 26th, 27th, and 28th instant, are now published. The following are the numbers entered for each race:—First day, Wongnei-chong Stakes—19, Victoria Stakes—21, Maiden Stakes (Australians)—18, Valley Stakes (Australians)—22, Fochow Cup—7, Hongkong Derby (Australians)—22, Lusitano Cup—21, Compadres Cup (Australians)—21, Hongkong Cup—19, Encouragement Stakes (Australians)—22, Second Day, Flyaway Stakes—21, Great Southern Handicap—27, Garrison Cup (Australians)—20, German Cup (Australians)—17, Navy Cup—25, Exchange Plate—24, Jockey Club (Australians)—22, Tai Yauk Fong Cup (Australians)—18, Professional Cup—16, Gynkhama Stakes (Australians)—23; Third Day, Chinese Club Cup (Australians)—24, Grand Stand Stakes—27, Challenge Cup—35, Ladies' Purse (Australians)—23, "Blake" Challenge Cup (Australians)—19, Farsee Cup—27, Water Champion Stakes (Australians)—all winners, Consolation Stakes—30, Champion Stakes—all winners, Nil Desperandum Stakes (Australians)—24. Where it is not otherwise specified the races are limited to China ponies.

We publish to-day on page 5 a special article on "Change Doing," by Ben, also articles entitled "A View of Hongkong," "Russia and British Railway Interests," and "The Late Lord William Bunsford."

H.E. Baron Speck von Steinburg, the new Consul-General for India and Ceylon, arrived at Calcutta ten days ago from Europe to relieve H.E. the Consul-General von Waldhausen, who is proceeding to Berlin early this month.

The following lieutenants have been promoted to be commanders, in recognition of their services with the Naval forces in China:—To date 1st January: George Holmes Borrett and John Frederick Ernest Green.

The P. & O. Company's R.M.S. *Australia* recently made a splendid run across the Pacific, and broke the record for the voyage from Adelaide to Fremantle. She accomplished the journey in 3 days 18 hours, which is stated to be the best time yet put up by any vessel on the trip between the two ports named.

The rumour has again been put in circulation to the effect that Sir Robert Hart intends retiring from the control of the Customs at Peking. The *L. & C. Express* states that it is in a position to give an absolute contradiction to this statement. The I. G. has never thought of giving up his post at the present critical juncture in the affairs of China, when his knowledge and experience of Chinese finances is more than ever necessary, adds our contemporary.

The orders regarding time-expired men of British regiments in India and China are said by the *Indian Daily News* to depend entirely upon the decision of the Home authorities as to when the state of affairs in South Africa will permit of drafts being sent to India. If full reliefs are carried out this could weather, some 20,000 men would have to be sent to England, of whom 15,000 are time-expired. It is impossible to say, under existing conditions, when definite orders will be received.

The Japanese Government, says, it is stated, decided finally not to go in for a steam turbine driven torpedo-boat destroyer in the meantime, largely owing to the high coal consumption at some powers—a point which will no doubt be overcome in time just as the patient research of Mr. Parson has surmounted other and greater difficulties. The Japanese instead are going to have two 31-knot boats built by Messrs. Thornycroft. They are to be of 350 tons displacement, and will have engines to develop 7,000 h.p. They are, therefore, 35 tons larger than the *Thames* last year to steam 30 knots.

The silence hitherto observed by the Russian Press with regard to the massacres of Chinese at Blagovestchensk by the Russian troops is at last broken by the *St. Petersburg Vedomosti*. In making the announcement that the official investigation will be instituted "so soon as the Chinese trouble is ultimately disposed of," the Russian journal unhesitatingly avows that a dreadful "blood-guilt attaches to the authors and perpetrators of the Amur butcheries," but in some slight extenuation pleads the "rages and exasperation" under which the Russian soldiery acted. What was the cause of their exasperation? Many of the authors of the massacres were subsequently promoted, and a few of them received decorations. "If the official investigation be not made," says the *Herald*, "a lasting disgrace will rest upon Russia and the Russian Army."

Contrary to statements that have been made, the two new British battleships of this year's naval programme will not be of 18,000-ton displacement, but of 15,000, which is slightly in excess of that of the *Majestic* type and similar to that of the new Japanese armoured ship *Hatsuse*. These two new vessels, which will be named the *Queen* and the *Prince of Wales*, will be laid at Chatham and Devonport early this year. The main difference between the new vessels and the *Majestic* and *Hatsuse* may be seen from the following details:—

	<i>Queen</i>	<i>Hatsuse</i>	<i>Majestic</i>
Displacement (tons)	15,000	15,000	14,900
Speed (knots)	18	19	17.5
Length (ft.)	400	400	390
Breadth (ft.)	75	56	75
Draught (ft.)	26	27	27
I.H.P.	18,000	14,000	12,000

The armament of the ships *Queen* and *Prince of Wales* will be of a very powerful character, and in each case the guns will cost £75,000. When each ship is ready for the payment she will have cost one million sterling.

Recent events in China have provided the Emperor William with another opportunity for displaying his artistic faculties, says the *L. & C. Express*. His Majesty, we are told, has personally designed a memorial drawing in remembrance of the men and officers who have died in the Far East for the Fatherland. Numerous copies of it have been made by his Majesty's order, and sent to the relations of those killed in action or who have died from other causes in China. The drawing, which is said to be beautifully framed and under glass, and measures about 26 inches by 20, bears the following inscription:—"Memorial drawing in memory of (here follows the name of the deceased, with the dates of birth and death). He died for Emperor and Fatherland. Honour to his memory." The drawing represents Germania in a purple mantle, holding with her raised left hand a laurel wreath, and resting her right on a shield with the Imperial Eagle.

On the lower part of the drawing is the Imperial flag, with the Iron Cross and Christ's head in medallion form; next to which, on a gold ground, are the words:—"Greater love hath no man than this, that a man lay down his life for his friends."

It is proposed at Colombo to utilize the transport *Attendant* as a hospital ship for Boer prisoners.

We learn from Washington that Mr. Oliver Williams has been appointed American Consul-General at Singapore.

Lieutenant A. T. C. Rendle, 1st Battalion Shropshire Light Infantry, has been selected for employment with the Chinese Regiment.

A Bill has been introduced into the Ceylon Legislature placing a tax of Rs. 50 on every revolver in the Colony, and an annual imposition of \$125 for the use of firearms.

It is notified in the *Gazette* that Carpenter James Atwill has been specially promoted to the rank of Chief Carpenter in Her Majesty's Fleet, for services during the disturbances in China.

The death is announced of Major Alexander Berpe Pinto, the celebrated Portuguese explorer, and author of *How I crossed Africa*, at the age of 34 years. He was A.D.C. to the King of Portugal in 1889.

The first-class cruiser *Blenheim* was manned at Chatham on 1st ult., when she was commissioned for service on the China Station by Captain F. H. Henderson. She was joined by 533 officers and men, of this number 159 coming from Devonport from the cruiser *Hermes*, which was lately paid off.

According to the statement of one of the Italian ministerial papers, Italy is shortly to receive a coaling and commercial station in the Far East. The position to be acquired, we are told, is "the Bay of Nin-red, near the Bay of Samun." The basis of this statement is probably the circumstance that some of the Italian vessels and troops are wintering in the Sound.

Private letters from the cruiser *Terrible* indicate, says a service contemporary, that she will be ordered home in March, or three years after she was commissioned. The *Terrible* was the first great ship fitted with water-tube boilers to commence her trials; and although the *Powerful* was the first to finish there were not wanting experts, who attended the trials of both, who declared that the *Terrible* would prove the more successful ship of the two. So far, however, nothing has occurred to justify invidious comparisons, for both ships have realized expectations.

Not often has the Stock Exchange known such a day as the 29th December, when twenty-nine members, composing some thirteen firms, were declared defaulters. They are, says a home paper, the casualties in the great battle which has been raging for weeks past between the buyers and sellers of a certain group of mines, and the hard part of it is that most of them have come to grief in the course, not of speculation, but of legitimate business. It is understood that the main cause of the collapse was the inability of the buyers to pay for the shares which were to be delivered to them, and one cannot help feeling much sympathy with the jobbers who have suffered by their default.

Much adverse criticism has been expressed in Calcutta upon the statue of Lord Lansdowne which has been erected on the Red Road. His Lordship is represented as wearing the ordinary frock coat and the regulation Anglo-Indian helmet, and unless one makes a close inspection of the pedestal, there is absolutely nothing to show that the gentleman on horseback was ever anything more than an ordinary English gentleman of no particular position, states the *Indian Daily News*. The only other Viceroy represented without his State robes is John Lawrence, but that colossal monument has other characteristics to proclaim the greatness of the man. The effect of the helmet in the Lansdowne memorial is certainly bizarre, and rather discounts the intention of the subscribers.

Admiral G. W. D. O'Callaghan, C.B., who died recently at Rowland's Castle, Havant, was one of the oldest officers on the retired list of the Royal Navy, having entered the service on 28th May, 1823. He commanded one of the boats of the *Harrier* in two attacks upon Malay pirates, and, having been promoted to lieutenant in 1834, served in the boats of the *Andromeda* in an action with pirates in the Straits of Malacca, and was wounded. The merchants of Bombay presented him with a sword, and he received the thanks of the Chambers of Commerce at Calcutta and Madras. He attained the rank of captain in 1846, commanded the *Encounter* at the destruction of the Imperial camp at Shanghai in 1854, was presented with a service of plates by the English residents of Shanghai, and commanded an expedition for suppressing piracy in the neighbourhood of Hongkong. In 1856-57 he was engaged in all the early operations before Canton, including the capture of the Bogue Fort, and many minor affairs, and was senior officer in charge of the advance squadron for three months (China medal).

## REUTER'S SERVICE.

LONDON, 31st January.

## BRITISH SOUTH AFRICA.

General Lord Kitchener wires that De Wet, again attempting to invade Cape Colony, was engaged by General Charles Knox, 40 miles to the North of Taba N'Chu. No details of the engagement have come to hand. The *Daily Mail* says it is stated in Capetown that De Wet with a considerable force entered Cape Colony.

## THE FUNERAL OF THE LATE QUEEN.

3,075 troops, including blue-jackets and all branches of the service, 125 Colonials and 20 of the Indian Army, will take part in the funeral procession through London, and 32,385 troops will line the route of the procession—stretching from Victoria to Paddington railway stations.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE LATE QUEEN'S FUNERAL.

LONDON, 1st February, 9 p.m.

## PROCESSION LEAVES OSBORNE.

The funeral procession departed from Osborne, with the Grenadiers as a guard of honour, and massed bands of Marines and the Highlanders with their pipers playing marches behind the gun-carriage on which the late Queen's body was laid. The King and the German Kaiser, were in Admiral's uniform, the Duke of Connaught in General's uniform, the younger princes, English and Royal foreign, following. Then came the Royal ladies, and the military officers, eight abreast, closed the procession.

## THE NAVAL SPECTACLE.

The Royal yacht *Alberta*, with an escort of torpedo-boats, conveyed the late Queen's coffin to Portsmouth through ten miles of warships fully manned, firing minute guns and with their bands playing funeral marches. The spectacle was solemnly grand.

LONDON, 2nd February, 7.30 p.m.

## THE SCENE IN LONDON.

Record crowds witnessed the funeral procession from Victoria Station to Paddington through the Park. 32,000 troops, all cloaked, lined the route, and the houses were draped in purple and white. The King and the Kaiser were in Field-Marshal's uniform. The procession included a deputation from the German Army. Baron Hayashi represented Japan, but China was unrepresented.

## THE KING AND JAPAN.

Crossing the Channel from the Isle of Wight to Portsmouth yesterday His Majesty the King saluted the Japanese battleship *Hatsuse*.

SHANGHAI, 2nd February, 4.25 p.m.

## THE SERVICES AT SHANGHAI.

Two Memorial Services were held at Holy Trinity Cathedral, Shanghai, to-day. The first was confined to the Army and Navy, including the officers of all nations, under the lead of Admiral Seymour and General Creagh. The troops present comprised Bluejackets, Marines, Artillery, Cavalry, Rajputs, Gorkhas, Sikhs, and Baluchis. The scene was most effective.

## THE CIVILIAN CEREMONY.

The second service was for civilians, including the Consuls of all nations. The English, German, Japanese, and Customs Volunteers were present. The ceremony was held in "Queen's weather," and was a great success. The Rt. Rev. G. E. Monie, D.D., Bishop of Mid-China, and the Rt. Rev. F. R. Graves, D.D., the American Episcopalian Bishop, officiated at the service, assisted by numerous clergy, both English and American.

## GENERAL MOURNING.

General mourning was observed at Shanghai, all offices and places of business being closed.

SHANGHAI, 3rd February, 6.50 p.m.

## FAR NORTHERN OBSERVANCES.

At Peking and Tientsin yesterday impressive Memorial Services were held in honour of the late Queen.

MANILA, 2nd February, 3.30 p.m.

## THE CEREMONY AT MANILA.

The Governor, General MacArthur, with his staff, the general officers, Philippine Civil Commissioners, the Consuls, and numerous international representatives, including Chinese and Hindus, attended the funeral exercises at the Anglo-American Church here this morning.

## THE CRISIS IN CHINA.

SHANGHAI, 3rd February, 6.50 p.m.

## FORTHCOMING REFORMS.

A long Imperial Decree details the reforms suggested by the Emperor in 1898 and orders all viceroys and governors to report what reforms will be necessary when peace is concluded.

## PARDON FOR A DISGRACED OFFICIAL.

Shen Tun-ho, who was banished to the frontier, on Kang-yi's complaint that he had dismantled the Woosung Forts, has been pardoned and appointed Governor of Kai gao.

## BURIAL OF OUR LATE QUEEN EMPRESS.

MEMORIAL SERVICES IN HONGKONG.

## MAGNIFICENT FLORAL OFFERINGS.

Saturday was the day set apart for the burial of our late Queen-Empress in Hongkong, as no doubt was the case in every other part of the British empire, the day was fittingly observed. Business was entirely suspended, not only the public offices and large mercantile houses closing their doors but the small tradesmen. Three memorial services were held in St. John's Cathedral, including one in the afternoon for Chinese. There was an impressive military service at half-past nine in the morning, and at half-past eleven the service for the general community took place. During the day a large number of beautiful floral tributes were laid at the foot of the Queen's Statue, and later on minute guns were fired by all the warships in the harbour.

## THE MILITARY SERVICE.

At the Military Service the Cathedral was crowded to its utmost capacity by the different detachments forming the Garrison, and it will be readily understood that the scene presented was a most striking one. H.E. Major-General Gaseigne, C.M.G. (Commanding the Troops), and staff occupied seats to the front of the nave. The military bands occupied the choir stalls, and at the commencement of the service played with great effect the "Dead March" from *Saul*, the hymn "Thy will be done" being subsequently sung. The clergy in attendance were the Bishop of Victoria and the Rev. W. Bannister, his Bishop preaching.

The Bishop took his text from the 21st verse of the third chapter of the Revelation of St. John, the Divine:—"To him that overcometh, I will grant, to sit with me on my throne." He said:—"I remember it once before, remarked to me, what a grand thing it was for our Queen that day after day, and week after week, throughout the whole world, prayers went up on her behalf. How often have all of you joined in such prayers, how often have you stood up in this church and, joined in the words of our National Anthem, praying for our Queen, that God would send her victorious, happy and glorious. God save the Queen! And now our prayers for her are ended, and we have met together in sorrow to join our spirit with those who are in sorrow committing her body to the ground. And yet as we meet together it ought not to be altogether with sorrow. Sorrow there undoubtedly is throughout the whole British empire; eye, and ear, beyond the limits of the British empire. But yet as Christians we regard the call of our Queen from us not only with sorrow but also with joy; we have prayed for her again and again, and we know that God, who answers prayer, has answered our prayers on her behalf. In this life we have seen the way in which God has answered our prayers, and we believe—yes, we know for certain—that God will answer the prayers we have offered in the world to come; and that as God has saved the Queen in this life, so He has saved the Queen for the life to come! And therefore this morning I wish you to consider the death of the Queen not so much with sorrow but with joy; and for that purpose I wish to bring before you briefly three victories and three thrones—three victories and three thrones given by God to our late beloved and honoured Queen. First, then, take the first victory. God gave to our Queen victory over her foes. He seated her upon the throne of an empire, and He seated her upon the throne of a love of peace, but still throughout her long reign there was almost continuous war. Thanks be to God, her own beloved England was not touched with war! But throughout the empire, on the borders of the empire, year after year her armies were engaged in fighting her foes; and year after year your prayers were answered, and year after year God sent her "victorious, happy, and glorious," year after year God spread the borders of her empire, until at last the Queen Victoria was seated upon the throne of an empire far greater in extent than any other empire that the world has ever seen. We call sometimes of the great empire of the Romans in ancient days. Why, the Roman empire was a mere drop in a bucket compared with the empire of the Queen of England! And so God gave her victory over her foes and He seated her upon the throne of an empire. Then, again, God gave to her a better victory and seated her upon a better throne. God gave her victory over temptation, victory over self, and He seated her upon the throne of love. Think for a moment what the temptations of such a position must have been! Think what that young Queen, 18 years of age, came to the throne of so vast a realm, how easy it would have been for her to have spent her time and used her position and her powers for herself! Many a ruler has used his position to enrich himself, for his own aggrandisement. It would not have been unnatural if it would not have been difficult for our Queen to have done the same—to have left the cares of government to her advisers and to have lived for self and not for her people. But what did she do? She lived for her people and not for herself. She lived for us and for our welfare and for her own pleasure, her own aggrandisement, and because she lived for us, therefore we know that she loved us, therefore she loved her, and she occupied a throne in the heart of each one of her people. Far and wide, whatever the race, whatever the country, all who acknowledged her rule felt also the power of her sympathy and her love. She loved us, for instance, that during the past ten days here in Hongkong all her troops, of whatever nationality, have petitioned that they may be allowed to wear mourning in memory of their Queen! The feeling has not been limited to our regiment or to one race; but throughout the world, through the feeling of deepest loyalty, eye, and more than loyalty of deepest love, for our Queen. And why? Because we have known that our Queen loved us; because we have known that our Queen sympathised with us. Look at her life! Where was the poor cottager who lived near her who did not see the Queen coming quietly to the cottage in sympathetic tender love? Where was the poor workman who suffered from his business, some mining accident, or some other catastrophe, who did not feel that the Queen? Did not her soldiers know that when they went to fight they were followed by the prayers, by the love, by the sympathy, by the practical sympathy of their Queen? Do not the sailors feel the same? Was there any part of her kingdom, of her empire, was there any section of her subjects, who did not know that the Queen's heart was big enough for them all, that the











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## CHANGE DOINGS.

The financial stringency to which I alluded  
last month, and which had prevailed more or  
less during the whole of last year, having  
considerably eased off, the January settlement  
passed off in a most satisfactory fashion.  
Instead of the dreaded "slump" that had been  
foreshadowed, we had, on the contrary, a very  
sharp rise all round, which continued down to  
the very day of settlement.

The heaviest settling was in Lands and  
Indos, and both were cleared off with appar-  
ent ease, the market at no time appearing over-  
loaded. Holders of the former stock must have  
felt considerable satisfaction when they found  
their confidence in the concern was amply  
justified, as was shown by the excellent state-  
ment before the meeting. The closing  
cash rate is \$200, ex div., and on time business  
was done for March and April on the same  
basis.

The Bank's statement (subject to audit) for  
the final half-year has been made known, and  
a magnificent statement it is too. The cry  
"all times," which has been heard all round in  
consequence of the Chinese crisis, is still ringing  
in our ears, and yet this Bank manages to pile  
up its millions of profit, alike unharmed and  
unhindered by political disturbances, by the  
production by the machinations of the wily  
Musscovite in Far Cathay, or the obstinacy of  
the doubly Boer in South Africa. Verily, it  
is a magician's wand that the great "Tasjy"  
wields. In the face of such results it seems in-  
conceivable that the market should be adversely  
affected, nevertheless it has so happened. The  
reason for this anomaly perhaps is not far to  
seek. It had been an open secret for some  
time that the profits would be "a record," and  
it was generally understood that a bonus of  
twenty shillings would be declared. Even in  
"high quarters" it was so anticipated, and in  
this, of course, the "expectant crowd on the  
curbstone" followed suit. Naturally, the dis-  
appointment was very keen when it became  
known that a ten shilling bonus was declared.  
Judging from more figures, a twenty shilling  
bonus was not an unreasonable expectation. It  
will be remembered that two years ago a twenty  
shilling bonus was declared, when the profits  
were not quite up to the present figures, and  
the Reserve Fund stood at ten millions.

While now that Fund stands at twelve and  
a half millions, presently to be increased  
to thirteen and a half. However, there is  
nothing to crouch for. The present value is a  
seven per cent. investment, and this should be  
good enough for the most exacting investor.  
Since the figures were published business has  
been very limited, only a few small lots chang-  
ing hands at 369 and 364 for March and April  
respectively. Cash-shares were booked at 350,  
and a point under. A waiting game is being  
played by the "big bugs," who are looking for-  
ward to a "slump" in March, the settlement  
for that month being undoubtedly heavy. But  
none verona.

Donks, since the resolution for the con-  
version of the Reserve Fund into capital, was  
finally confirmed, have been caroling merrily  
upward, the highest point touched being 630  
per cent. cash. Forward business was trans-  
acted at more than equivalent rates, and 677 1/2  
per cent. for August was willingly paid.

In connection with the conversion of the Re-  
serve Fund into capital, an impression seems  
to prevail that the capital so converted will not  
bear any dividend, or rather that the same  
dividend hitherto given will be spread over both  
the old and new capital. Such a suggestion is  
obviously absurd, for it would really amount  
to this, that the old shares will get less  
return than heretofore. Surely it was not to  
attain this result that those concerned worked  
so laboriously, to say nothing of the heavy legal  
expenses incurred by the company. Of course,  
the day may come when the Dock Company will  
have to declare a smaller dividend, but that will  
be in the event of its earning power diminishing.  
Present indications, however, do not point  
in that direction.

In the shipping line a good deal of activity  
has been displayed. Indos have been very much  
to the fore, going up by leaps and bounds.  
Cash shares are extremely difficult to obtain,  
offers of \$110.00 cash, towards the settlement,  
hardly meeting with any response. A consider-  
able time business has been put through, \$116  
for June being the highest reported. It is a  
matter of common knowledge that this com-  
pany has had a wonderfully good year. There  
can be no doubt it has seen its worst days and  
may safely be recognised as a good investment.  
Both China Mail and Steamships have at-  
tracted attention, the former touching \$75 cash,  
and \$79 for March, recording a little latterly.  
Steamships were done up to \$351 cash. The  
Company has just declared its usual dividend of  
\$1.20, besides a bonus of 30 cents.

Sugars were strongly inquired after in the  
last few days, which caused them to make a  
rapid advance, \$122 cash falling to bring out  
shares. It is said that this sudden demand is  
caused by the intended change of duty in Japan.  
Lemons also were booked at \$39, closing in  
some demand.

Kowloon Wharves have improved their po-  
sition somewhat, and buyers would be prepared  
to pay \$91 for shares.

Hotels, after touching \$125, appear to be out  
of favour again at a point lower. There is a talk  
that the half-yearly statement will not come up  
to expectation.

Humphreys have been well to the front for  
some time, their position further improving by  
the Chairman's statement that the dividend for  
the current year is already assured.

A hand-to-mouth business has been doing in  
Cement, more at \$191 than \$20.

A department, which had hitherto been very  
much neglected, the Insurance group, claimed  
a good deal of public attention of late. Both  
the Fire Companies advanced several points,

China up to \$35 and Hongkong to \$315.  
The former, however, have weakened a little  
since. China Traders moved from \$52 up to  
\$56 with a fair business.

Hongkong Cottons have played a see-saw game  
during the month. When it was seen that the  
General Agents were prepared to provide fur-  
ther funds a rush was made for shares. The  
rate of \$8, at which they stood, was soon  
pushed into double figures, rising finally to \$22.  
This latter figure tempted several holders, who  
anxiously came in the market, to be among the  
first to realise. The result, as was to be ex-  
pected, was an overloading of the market and a  
rapid decline, the rate closing at \$14 sellers.  
It seems a "crusty pity" that such a large in-  
dustrial institution should have had the checkered  
career it has had, but it has now got over most  
of the difficulties it had to contend with. Its  
year production is being readily bought up by  
the Chinese, and as the demand for that is now  
more regular, its future certainly looks full of  
promise.

## ESA.

## A VIEW OF HONGKONG

The first number of the *London and China  
Express* for 1901 gives a review of China  
during the year 1900. Under the heading of  
"Hongkong" our weekly contemporary has the  
following—

Our own correspondent has given to the  
readers of this journal (1st August last) an  
admirable account of the island and its con-  
dition, looked at from the point of view of an  
old Eastern resident and traveller, and has  
pointed out some drawbacks to the local legi-  
slation and local regulations for part of the trade  
of the colony. We need not here repeat his  
arguments, but we may reiterate the fact that  
Hongkong is just as capable of managing its  
municipal affairs as is Shanghai or Singapore,  
and that any attempt to place the colony in  
leading-strings is doomed to ultimate failure.  
It is impossible to follow in detail all the  
various local companies that must so largely  
tend to the colony's prosperity, but we may  
point out that, as yet, in Shanghai, man-  
ual investments are found, based on a  
silver and unchanging basis, and absolutely  
independent (except in so far as the first cost  
of machinery is concerned) of exchange. The  
Hongkong and Whampoa Dock Company is  
perhaps typical of this class of company, com-  
bining good Eastern management with enlarged  
Eastern ideas, and avoiding the fussy and often  
ignorant interference of a home Board. There  
is no necessity to refer here to the Hong-  
kong and Shanghai Banking Corporation. By  
its dividends shall you know it, and it affords  
another proof of good management, of the  
great advantage of local management, of local  
knowledge, and we may add, local backing up.  
It is one of the best examples of Eastern co-opera-  
tion, and no doubt the local industries to which  
we have referred find material support from its  
dollar capital. A most favourable report has been  
issued regarding the new British territory, and  
this is an object-lesson in the matter of dealing  
with a new community. Confidence has been  
established, and the inhabitants of the Sam-  
shui Valley are said to be jealous of the privi-  
leges enjoyed by their brother Chinese under  
British rule. Silver exists in Lantau, kaolin in  
Kowloon, and there are coal and iron. A better  
example of successful colonisation, a return giving  
the death-rate for Hongkong during the past  
twenty years shows that its sanitary position has  
been gradually improving, and that during the  
last five years the average rate (excluding naval  
and military populations) has been (including  
plague) 23.7, and (excluding plague) 19.68.  
While on the subject of health it is well to men-  
tion that the new Ordinances demanding larger  
cubic space in native houses has met with much  
opposition among the Chinese. The subdivision  
of rooms is restricted by the Ordinance, and the  
number of people in a certain area is limited.  
This is not in accordance with native ideas, and  
the Ordinance could not be fully enforced. Much  
complaint has been made as to the disgraceful  
condition of the coasts of Hongkong, the  
absence of copper coins (owing to a premium in  
their value and consequent hoarding) causing  
much hardship among the Chinese. And it is  
evident that the matter cannot be allowed  
to remain in its present unsatis-  
factory condition. In the matter of amuse-  
ments the colony is maintaining its old  
reputation. The races flourish as of old, and  
we notice among the owners' names that of  
John Peel, a cognomen reminiscent of a  
very old resident and of his famous son.  
Fenton is not now permitted on the racetrack,  
though, illogically enough, the club always  
survive. The "Old Volume Society" sweeps  
that literature is not neglected, while the fact  
that Lady Blake entertained a number of  
Chinese ladies at dinner in Government House  
marks a new departure in connection with a  
formal function of this kind. The establish-  
ment of a school at Kowloon is one more step  
in the civilising direction, while the smooth  
working of the Act for the Protection of  
Women and Children shows what can be done  
by wise legislation to improve the well being of  
the natives. There is no reason why Hongkong  
should not go on and prosper. Its position  
close to the mainland gives it unexampled  
opportunities for commercial development, and  
as an aid to local industries it has a constant  
supply of cheap, willing, untiring, and, we  
must add, sober labour.

A HELPLESS CRIPPLE!  
N. Bengert, of Norborne, says:—For nineteen  
months I lay helpless cripple from Rheumatism.  
The weight of my body was reduced from 170 lbs.  
to 130 lbs., a proof of the terrible pain I had to  
endure. During all this time, I sought a cure,  
but after using everything I heard of, such as  
anesthetics, electricity, Turkish Baths, and above  
all, useless employing physicians, I considered  
myself incurable, especially so, when the last  
physician told me that he would not accept any  
more money from me, as the case was beyond  
his human grasp. At this time I noticed your  
advertisement in one of the morning papers. I  
ordered Little's Oriental Balm with very little  
hesitation, but I was surprised after using 2 to 3  
bottles. I was greatly improved and the con-  
tinued use of your wonderful remedy cured me,  
with the help of God, of Rheumatism.  
For my part I shall do all in my power to  
spread its merits. Sold at 1s. 1 per bottle.  
Agents for Hongkong:—THE VICTORIA  
DISPENSARY, LD. [217-1]

RUSSIA AND BRITISH RAILWAY  
INTERESTS.

Dr. Morrison telegraphed to the *Times* from  
Peking on the 2nd ult. as follows:—

The British Government, having acquiesced  
in the decision of Count von Waldersee where-  
by Russia was accorded the undivided military  
occupation of the Tientsin-Shanhai railway, can  
now contemplate the result of their  
compliance. A convention regarding this  
essentially British railway is now being nego-  
ciated between the Russian and German mili-  
tary authorities, whereby Russia undertakes  
having withdrawn all Russian troops from the  
province, to deliver the railway to the Russian  
New Year to the German Commander-in-Chief  
on condition—(1) that Russia shall retain half  
the rolling stock of the entire railway for the sec-  
tion from Shanhai to Newchwang outside  
the Great Wall, which is also in Russian  
occupation; (2) that Russia shall hold a lion on  
the railway within the Wall for the expenses  
incurred in repairs—although done with railway  
property—and in transport operations during  
the Russian occupation; (3) that Russia shall  
appropriate the important workshops at Shan-  
hai with all their contents.

Since no German interests are involved,  
Count von Waldersee is expected to sanction this  
arbitrary disposition of property mortgaged to  
British bondholders. The railway, saddled with  
these conditions, will then be restored to the  
British military authorities. The British are  
endeavouring to modify the conditions. Russia,  
during her occupation, has systematically pilaged  
the workshops, completely emptying the Shan-  
hai workshops and transferring every-  
thing portable, even the Shanhai steam  
locomotives from the Newchwang railway to the  
Russian Manchurian railway.

The negligence of our interest in Northern  
China and the conciliatory attitude adopted by  
the British in the railway negotiations in St.  
Petersburg have resulted in creating the fol-  
lowing situation—Russia is strongly installed  
at Shanhai, which commands the winter  
approaches to Peking; Russia holds New-  
chwang; Russia is in possession of the railway  
from Shanhai to Newchwang, the freight  
and earning of which are mortgaged to British  
bondholders; Russia, from Shanhai, can  
construct through easy country over 204 miles  
a railway bringing her to Peking.

THE LATE LORD WILLIAM  
BERESFORD.

Lord William Beresford, says a service con-  
temporary, was as popular in his walk of life  
as his well-known brother, Lord Charles. His  
road to distinction, however, was by way of  
the water service. He joined the 14th Hussars  
as cornet when only 20 years old. Exchanging  
into the 9th Lancers, he gained his lieutenantcy  
in 1870, and seven years later his captaincy.  
During this period he had no opportunity to  
show the stuff he was made of other than by  
risking his neck on every possible occasion when  
there were races to be run and hurdles to be  
jumped. But in 1877 the Jewell war broke out,  
and his regiment was in India. This was his first  
experience of active service, but by no means his  
last. His dash, bravery and cool courage  
under the most trying circumstances soon  
brought Lord William Beresford under the  
notice of his superior officers. He was men-  
tioned in despatches early in his fighting career.  
He continued fighting with the troops from  
1879 to 1882, going through the Zulu war with  
Lord Chelmsford and being present at the battle  
of Ulundi, when over 20,000 Zulus, commanded  
by Cetshwayo himself, enveloped the British in  
the open country and sought to annihilate them  
by sheer weight of numbers. It was at this de-  
cisive battle that Lord William won the Victoria  
Cross. Everyone knows the story—how he rode  
out of the ranks, and at the imminent risk of  
death rescued a wounded trooper from the  
grasp of the enemy.

## FOR SALE.

RUEAL BUILDING LOT 103, BARKER  
ROAD.

Apply to—  
HUMPHREYS ESTATE AND  
FINANCE CO. LIMITED.

Hongkong, 31st January, 1901. [9]

TACK CHONG LOONG,  
NAVY & MILITARY TAILOR,  
DRAPER AND OUTFITTER.

GARMENTS made by hand; guaranteed  
perfect fit. Hats, Shirts, Socks, Silk  
Handkerchiefs, Boots, Shoes, &c., for Sale.  
New and Fashionable Goods. Prices very  
moderate.

No. 65, QUEEN'S ROAD CENTRAL.  
Hongkong, 18th October, 1900. [2682]

POHOOMULL BROTHERS,  
57 & 59, QUEEN'S ROAD CENTRAL,  
WHOLESALE AND RETAIL  
IMPORTERS AND EXPORTERS.

INDIAN, Chinese and Japanese Silk Goods  
for Ladies and Gentlemen, and other Articles.  
Oriental Embroidery, Rugs and Carpets,  
Jewelry, Cashmere Shawls, Ivory, Sandalwood  
and Tortoiseshell Wares, Curiosities and Fancy  
Goods.

INSPECTION IS SOLICITED.  
Hongkong, 8th November, 1900. [27]

YOBARI AND SORACHI  
COALS.

HOKKAIDO TANKO TETSUDO  
KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.,  
CAPITAL  
YEN 12,000,000

ANNUAL OUT  
PUT

800,000 TONS.

## PORTS OF EXPORT—

OTARU AND MURORAN.

THE celebrated Yubari and Sorachi Coals are  
widely known as the best and most econo-  
mical Japanese Coals. The Coals can be ob-  
tained at Tokyo, Yokohama, Otaru, Muroran,  
Shanghai, Hongkong, and other principal ports.  
OFFICE: MINAMI IIDAMACHI, TOKYO,  
JAPAN.

Telegrams: "TANKO" TOKYO.  
HUGHES & HOUGH,  
Agents for Hongkong. [49]

## ON SALE.

DEMY OCTAVO, p.p. 248, Price, \$2.50.

WABRIKE EXPLOITS OF THE  
FETTERSTONHAUGH.

Published at HONGKONG. DAILY PRESS  
Office, and to be had from all Booksellers.  
Hongkong, 12th December, 1894. [523]

## INTIMATIONS

## EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES at  
16, Queen's Road Central  
(R. HOUGHTON & Co.)  
(Nearly opposite the Hongkong Hotel).  
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of catarrhs and diseases  
affecting those advancing in life occur to  
those having some deficiency in the construction  
of the eyes—the many years of "Eye Strain"  
ending in serious forms of disease. Glasses  
specially adapted in youth to those requiring  
them save and preserve the sight.

Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together; any of these symptoms indi-  
cate a deficiency in the form of the eye requir-  
ing Glasses only to correct and cure.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c. VIA PORTS OF CALL	ALCANTARA	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON	ALCANTARA	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 19th inst.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street	P. & O. S. N. Co.	On or about 21st inst.
LIVERPOOL	LEON	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
BRISBANE, VIA PORTS OF CALL	GLAUCOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	HAMBURG	Ger. str.	—	A. Kroch	MELCHERS & CO.	On 6th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	KANAGAWA MARU	Jap. str.	—	J. McKensie	NIPPON YUSEN KAISHA	On 8th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 9th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	LAOS	Jap. str.	—	Flanlin	NIPPON YUSEN KAISHA	On 11th inst. at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	SADO MARU	Jap. str.	—	W. Thompson	MELCHERS & CO.	On 22nd inst. at Daylight.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	SIAM	Ger. str.	—	—	MELCHERS & CO.	Quick despatch.
HAVRE & HAMBURG	FRIDUR	Ger. str.	—	Babbe	CARLOWITZ & CO.	On 9th inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 28th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 5th Mar.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 15th Mar.
TRIESTE, &c. VIA PORTS OF CALL	MARIA TERESA	Aus. str.	—	Braun	SANDER, WIELE & CO.	On or about 25th Mar.
NEW YORK VIA PORTS & SUEZ CANAL	POLARSTJERNEN	Brit. str.	—	Rassovich	DODWELL & CO. LIMITED	On 14th inst. p.m.
NEW YORK VIA PORTS & SUEZ CANAL	POLINA	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 5th inst.
NEW YORK VIA SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	—	Petersen	CANADIAN PACIFIC R. CO.	Quick despatch.
VANGUARD, VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	O. P. Marshall, R.N.R.	DODWELL & CO. LIMITED	On or about 9th Mar.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amer. str.	—	A. Dixon	TOYO KISEN KAISHA	On 13th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	GALIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 1st Mar.
SAN DIEGO, &c. VIA MOUL, &c.	BEIGIAN KING	Brit. str.	—	—	TOYO KISEN KAISHA	On 7th inst. at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	TOYO KISEN KAISHA	On 14th inst. at Noon.
AUSTRALIAN PORTS	KANAGAWA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 23rd inst. at Noon.
YOKOHAMA & KOBÉ	CHIHUI	Brit. str.	—	—	TOYO KISEN KAISHA	On 24th inst. at 4 p.m.
KOBÉ & YOKOHAMA	TIENSIN	Brit. str.	—	—	TOYO KISEN KAISHA	On 25th inst. at 4 p.m.
NAHASAKI, KOBÉ & YOKOHAMA	TAMBA MARU	Jap. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI	ROSETTA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
SHANGHAI	KASHING	Brit. str.	—	N. Tait	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
SHANGHAI	BOMBA	Brit. str.	—	C. T. Denny, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
SHANGHAI & JAPAN	KIAUTSCHOU	Brit. str.	—	—	P. & O. S. N. Co.	To-morrow.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	AKASHI MARU	Jap. str.	—	S. Barcham	P. & O. S. N. Co.	On or about 16th inst.
POOCHOW, AMOY & SWATOW	HAITAN	Brit. str.	—	G.M. Montford, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
SWATOW, AMOY & TAIWAN	ANPING MARU	Jap. str.	—	—	P. & O. S. N. Co.	Quick despatch.
MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	—	R. Suzuki	DOUGLAS LAFRAIK & CO.	On 13th inst.
MANILA	PERLA	Brit. str.	—	R. Roach	DOUGLAS LAFRAIK & CO.	On 6th inst. at 3 p.m.
MANILA	SUNGKIANG	Brit. str.	—	S. Asumi	DOUGLAS LAFRAIK & CO.	On 6th inst. at Daylight.
SINGAPORE, PENANG & CALCUTTA	CHANGSHA	Brit. str.	—	—	DOUGLAS LAFRAIK & CO.	To-morrow, at 4 p.m.
SINGAPORE, PENANG & BOMBAY	SUNING	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	To-morrow, at 5 p.m.
	BORNIJA	Ital. str.	—	Taid	BUTTERFIELD & SWIRE	On 9th inst.
			—	Sartorio	JARDINE, MATHESON & CO.	On 15th inst. at 4 p.m.
			—		CARLOWITZ & CO.	To-morrow, at Noon.

## SHIPPING.

**ARRIVALS.**  
Feb. 1. CHIRLI, British str., 1,158, Newcomb, Shanghai 29th Jan. General—BUTTERFIELD & SWIRE.  
Feb. 1. KACHIDATE MARU, Jap. str., 2,143, Fushiki, Kutchinotzu 27th Jan. Coal—MITSUI BUSSAN KAISHA.  
Feb. 2. AMARA, British str., 1,065, C. J. Mat-ford, 28th Jan. Coal—JARDINE, MATHESON & CO.  
Feb. 2. ANPING MARU, Japanese str., 1,053, S. Asumi, Anping via Amoy and Swatow 1st Feb. General—MITSUI BUSSAN KAISHA.  
Feb. 2. PERLA, British steamer, 1,274, R. W. Almond, Manila 31st January, General—SHEWAN, TOMES & CO.  
Feb. 2. PROMETHEUS, British str., 3,385, R. Day, Shanghai 31st Jan. General—BUTTERFIELD & SWIRE.  
Feb. 3. BROOKLYN, U.S. flag ship, 9,200, Chas. M. Thomas, Manila 31st Jan.  
Feb. 3. HONGKONG, French str., 852, Panier, Hongkong 30th Jan. and Hoihow 1st Feb. Bies—A. R. MARTY.  
Feb. 3. PARANMATA, British str., 2,854, C. Denny, R.N.R., Bombay 16th Jan. and Singapore 25th, Mails and General—P. & O. S. N. Co.  
Feb. 3. AVALANCHE, French torpedo-boat, 150, L. Tonnellier, Canton 2nd February.

## CLEARANCES.

**AT THE HARBOR MASTER'S OFFICE.**  
2nd FEBRUARY.  
Machens, German str., for Swatow.  
Dajin Maru, Japanese str., for Swatow.  
Macduff, British str., for Moji.  
**DEPARTURES.**  
Feb. 2. PENINSULAR, British str., for Europe.  
Feb. 2. CANTON, British str., for Saigon.  
Feb. 2. WURU, British str., for Yokohama.  
Feb. 2. KACHIDATE MARU, Japanese str., for Kutchinotzu.  
Feb. 2. MONGKUT, German str., for Bangkok.  
Feb. 2. TURBOISAN MARU, Jap. str., for Moji.  
Feb. 2. CHIRLI, British str., for Canton.  
Feb. 3. DAIJIN MARU, Jap. str., for Swatow.

## VESSELS IN DOCK.

**ABERDEEN DOCK.**—Hansa, Belgian King.  
**KOWLOON DOCK.**—S.M.S. Hansa, S.M.S. Luchs, German, U.S.S. Isla de Leon, Empress of India, Zohair, Nanyang, Avaron, U.S.S. Demington.  
**COSMOPOLITAN DOCK.**—Loyal, Duphas, Choufa.

## SHIPPING REPORTS.

The British steamer Anara, from Moji 28th Jan., had strong N.E. monsoon and high seas. The British steamer Prometheus from Shanghai 31st Jan., had strong southerly breeze to moderate gale.  
The British steamer Perla, from Manila 31st Jan., had heavy N.E. monsoon with high sea and overcast weather.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—  
Adolph Oberg, American ship, Amesbury.  
Standard Oil Co.

## VESSELS ON THE BERTH

**NAVIGAZIONE GENERALE ITALIANA** (FLORENCE AND RUMANTINO UNITED COMPANIES).  
**STEAM FOR SINGAPORE, PENANG AND BOMBAY.**  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all Mediterranean and SOUTH AMERICAN PORTS up to CALLAO.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.  
**THE Steamship**  
"BORNIJA."  
Captain Sartorio, will be despatched as above on WEDNESDAY, the 13th inst. at Noon.  
At Bombay the steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 2nd February, 1901. [6]

## VESSELS ON THE BERTH

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
**FOR SWATOW, AMOY AND POOCHOW.**  
THE Company's Steamship  
"HAITAN."  
Captain Roach, will be despatched for the above ports TO-DAY, the 4th inst. at 3 p.m.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO., General Managers.  
Hongkong, 1st February, 1901. [389]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

**FOR SINGAPORE, PENANG AND CALCUTTA.**  
THE Company's Steamship  
"SUSANG."  
Captain Tadd, will be despatched as above TO-MORROW, the 5th February, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 29th January, 1901. [307]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

**FOR MANILA.**  
THE Company's Steamship  
"PERLA."  
Captain R. W. Almond, will be despatched as above TO-MORROW, the 5th inst., at 5 p.m.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. It is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.  
A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 1st February, 1901. [395]

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.  
THE Steamship  
"POLARSTJERNEN"  
will be despatched for the above ports on or about the 5th February, and will be followed by the Steamship  
"POLINA"  
about the middle of February.  
For Freight, apply to  
DODWELL & CO., LD., Agents.  
Hongkong, 28th January, 1901. [118-3291]

## IMPERIAL GERMAN MAIL LINE.

**STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**  
THE Imperial German Mail Steamship  
"KIAUTSCHOU."  
OF THE HAMBURG-AMERIKA LINE, due here with the outward German Mail about the 5th inst. will leave for the above places about 24 hours after arrival.  
**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
MELCHERS & CO., Agents.  
Hongkong, 2nd February, 1901. [8]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

**STEAM FOR SINGAPORE, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.**  
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS)  
THE Company's Steamship  
"MARIA TERESA."  
Captain Rassovich, will be despatched as above on THURSDAY, the 14th inst. at 4 p.m.  
For information as to Passage and Freight, apply to  
SANDER, WIELE & CO., Agents.  
Hongkong, 2nd February, 1901. [6]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	On 9th } Freight and Passage.
FRIDBURG	HAVRE & HAMBURG (London with transshipment in Hamburg)	On 29th } Freight.
SAXONIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 5th } Freight.
BAMBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 15th } Freight.
SIBIRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 25th } Freight and Passage.

These steamers have superior accommodation for passengers and carry a doctor and a stewardess.  
For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,  
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 19th January, 1901. [8]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	PARANMATA	10 A.M. 4th	Freight or Passage.
	C. T. Denny, R.N.R.	Feb.	
KOBE	TRIESTE	Daylight	Freight only.
	C. D. Bennett, R.N.R.	5th Feb.	
MARSEILLES AND LONDON	JAVA	Noon 9th	Freight or Passage.
	G. W. Gordon, R.N.R.	Feb.	
LONDON, &c.	COROMANDEL	Noon 16th	See Special Advertisement.
	F. W. Vibert, R.N.R.	Feb.	
SHANGHAI	BENGAL	About 16th	Freight or Passage.
	S. Barcham	Feb.	
LONDON	SHANGHAI	About 21st	Freight or Passage.
	A. F. Street	Feb.	
SHANGHAI AND JAPAN	BOMBAY	About 28th	Freight or Passage.
	G.M. Montford, R.N.R.	Feb.	

## PASSENGER SEASON, 1901.

STEAMER.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	March 1
VICTORIA	3,502	J. Pantou	March 8
DEUK OF FIFE	3,821	J. S. Cox	March 15

For Further Particulars, apply to  
A. M. MARSHALL, Acting Superintendent  
Hongkong, 2nd February, 1901. [1]

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
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THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
HONGKONG to LONDON, £32.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
HONGKONG to NEW YORK, £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.  
HONGKONG to VICTORIA AND TACOMA, £55.  
The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and Tacoma to DYNA and St. MICHAEL.  
Rates of Passage to other Ports on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO. LIMITED, General Agents.  
Hongkong, 19th January, 1901. [11]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

## PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

## LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY ... 6th February.
SACHSEN	WEDNESDAY ... 20th February.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY ... 6th March.
BAYERN	WEDNESDAY ... 20th March.
STUTTGART	WEDNESDAY ... 3rd April.
KONIG ALBERT	WEDNESDAY ... 17th April.
PRINZ HEINRICH	WEDNESDAY ... 1st May.
PRINZESS TRENE	WEDNESDAY ... 15th May.
PREUSSEN	WEDNESDAY ... 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY ... 13th June.
SACHSEN	THURSDAY ... 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY ... 11th July.

ON WEDNESDAY, the 6th day of February, 1901, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain A. Kroch, with MAILS, PASSENGERS, SPECIFIC and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 4th February. Cargo and Spoils will be received at the Agency's Office until Noon, on TUESDAY, the 5th February. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.  
Hongkong, 24th January, 1901. [9]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
EMPEROR OF INDIA ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 13th Feb. 1901  
EMPEROR OF JAPAN ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 13th Mar. 1901  
EMPEROR OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 3rd April, 1901

## THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
D. E. BROWN, General Agent,  
Felder's Street.  
Hongkong, 17th January, 1901. [10]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 8th Feb., at DAYLIGHT.
TAMBA MARU	KOBE and YOKOHAMA	FRIDAY, 15th Feb., at DAYLIGHT.
SADO MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 22nd Feb., at DAYLIGHT.
ROSETTA MARU	NAGASAKI, KOBÉ and YOKOHAMA	FRIDAY, 22nd Feb., at NOON.
N. Tait	HAMA	NOON
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNEVILLE and REISBANE	FRIDAY, 22nd Feb., at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at Prince's Building, First Floor, Clater Road.  
A. S. MURARA, Manager.  
Hongkong, 1st February, 1901. [13]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

## THE Company's Steamship

"ANPING MARU."  
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 6th February, at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 23rd January, 1901. [18]

## UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(ROB. M. SLOWAN & CO., HAMBURG).  
THE new-powered Steamship  
"ALFREDA."  
Captain Petersen, will be despatched for the above ports on or about 9th March.  
For Freight, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 22nd January, 1901. [209]

## THE EAST ASIATIC COMPANY, LIMITED.

## FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

## EVENTUALLY CALLING AT SAIGON.

## THE Company's Steamship



VESSELS ON THE BEATH.  
OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"PROMETHEUS"	Day	On 5th Feb.
LONDON	"ALCINOUS"	Pulford	On 19th Feb.
LONDON	"IXION"	Robinson	On 5th Mar.
LIVERPOOL (Taking Cargo at London Rates).	"GLAUCUS"		On 19th Feb.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 28th January, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and LYOLO	KAIPOK	On 5th Feb. 4 P.M.
SHANGHAI	KASHIRO	On 5th Feb.
YOKOHAMA and KOBE	CHIRI	On 6th Feb.
MANILA	SUNGKIANG	On 9th Feb.
CHANGSHA	CHANGSHA	On 13th Feb. at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 15th Feb. at 4 P.M.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 2nd February, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 13th February.

For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 31st January, 1901.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

CITY OF PEKING (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURS., Feb. 14, 1901, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Mar. 12, 1901, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Apr. 6, 1901, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 14th February, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd January, 1901.

VESSELS ON THE BEATH.  
CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

SS. "BELGIAN KING" On 6th Feb.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via HOUL KOBE, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 6th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**

Agents.

Hongkong, China and Japan.

Hongkong, 2nd February, 1901.

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## NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SIBIRIA."

Captain Braun, having arrived from the above ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for endorsement by the Underwriter and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY, the 29th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th February, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 29th January, 1901.

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## POST OFFICE NOTICES.

The City of Peking, with the American Mail of the 8th ult. left Yokohama on Friday, the 1st inst., at daylight, and may be expected here on or about Saturday, the 6th inst.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Shanghai	Paraventa	Monday, 4th, 4.45 A.M. Registration 8.45 A.M. Letters 9.00 A.M.
Moji, Amoy and Foochow	Kaizen	Monday, 4th, 11.00 A.M.
Kumehuk and Saipui	Haitan	Monday, 4th, 3.00 P.M.
Shanghai	Saitong	Monday, 4th, 4.00 P.M.
Singapore, Penang and Calcutta	Deucation	Monday, 4th, 4.00 P.M.
Shanghai	Saitong	Tuesday, 5th, 11.00 A.M.
Manila	Kaizen	Tuesday, 5th, 3.00 P.M.
	Perla	Tuesday, 5th, 4.00 P.M.
		Wednesday, 6th, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
Yokohama and Kobe	Chihli	Wednesday, 6th, 11.00 A.M.
Moji, Kobe, Yokohama, San Diego and San Francisco	Kaifong	Wednesday, 6th, 3.00 P.M.
	Belgian King	Wednesday, 6th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	America Maru	Thursday, 7th, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
Singapore	Jans	Thursday, 7th, 11.00 A.M.
Manila	Saitong	Thursday, 7th, 11.00 A.M.
Singapore, Penang and Bouday	Bornitula	Thursday, 7th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Empress of India	Thursday, 7th, 11.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Changsha	Friday, 15th, 3.00 P.M.

## TO-DAY

Sale, Crown Land, 3 p.m.  
Harrison's Circus, Recreation Ground, near Race Course, 4 p.m.

## TO-MORROW

Sale, Sundries, Messrs. Douglas Laprak and Co.'s old Goldwits, Messrs. Hughes & Hough, 11 a.m.  
Meeting of the Hongkong, Canton & Macao Steamboat Co. noon.  
Sale, Furniture, 28, Des Vaux Road, Mr. V. I. Remondet, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

FRIDAY, 1st February.

ON LONDON—	Telegraphic Transfer	1/11 1/2
	Bank Bills, on demand	1/11 1/2
	Bank Bills, at 30 days sight	2/0 1/2
	Bank Bills, at 4 months sight	2/0 1/2
	Credit, at 4 months sight	2/0 1/2
	Documentary Bills, at 4 months sight	2/0 1/2
ON PARIS—	Bank Bills, on demand	2/50 1/2
	Credit, at 4 months sight	2/50 1/2
ON GERMANY—	On demand	2/04 1/2
ON NEW YORK—	Bank Bills, on demand	48 1/2
	Credit, 60 days sight	49 1/2
ON BOMBAY—	Telegraphic Transfer	149
	Bank, on demand	149 1/2
ON CALCUTTA—	Telegraphic Transfer	149 1/2
	Bank, on demand	149 1/2
ON SHANGHAI—	Bank, at sight	72 1/2
	Private, 30 days sight	73 1/2
ON YOKOHAMA—	On demand	13 p.c. pm.
ON MANILA—	On demand	13 p.c. pm.
ON SINGAPORE—	On demand	1 p.c. pm.
ON BATAVIA—	On demand	119 1/2
ON HAMBURG—	On demand	2 p.c. pm.
ON SAIGON—	On demand	14 p.c. pm.
ON BANGKOK—	On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate		9.95
GOLD LEAF, 100 fine, per tael		51.75
HAR SILVER, per oz.		27 1/2

## OPIUM.

Quotations are—	Allow to net, to 1 catty.
Malwa Old	\$800 to — per picul.
Malwa New	\$820 to — " "
Malwa Older	\$830 to — " "
P. P. per wrapped	\$850 to — " "
Persian fine quality	\$870 to — " "
Persian extra fine	to — " "
Patna New	\$892 1/2 to — per chest.
Patna Old	to — " "
Bombay New	\$895 to — " "
Bombay Old	to — " "

## VESSELS EXPECTED.

**THE GERMAN MAIL.**  
The Imperial German Mail steamer *Kiautschou*, carrying the German mails with dates from Berlin of the 7th ult., left Singapore on Friday, the 1st inst., at 7 a.m., and may be expected here to-morrow, about noon.

The Imperial German Mail steamer *Hamburg* left Kobe via Nagasaki and Shanghai on Sunday, the 27th ult., p.m., and may be expected here to-morrow.

**THE AMERICAN MAIL.**  
The P.M. steamer *City of Peking*, with mails, &c., from San Francisco to the 5th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 1st inst. via Island Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Gauche*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Island Sea, Kobe, Nagasaki and Shanghai on the 16th ult.

**THE INDIAN MAIL.**  
The steamer *Arratoon* Avar, from Calcutta, left Singapore for this port on Friday afternoon, 1st inst.

**THE CANADIAN MAIL.**  
The C.P.R. steamer *Empress of Japan* left Vancouver on Monday, the 28th ult., p.m., for Hongkong via the usual ports of call.

**MERCHANT STEAMERS.**  
The C.M. steamer *Tenaka*, from Glasgow and Liverpool, left Singapore for this port on the 30th ult., and may be expected here on or about the 4th inst.

The N.Y.K. steamer *Kanagawa Maru* (European Line) left Kobe via Moji for this port on the 30th ult., and is expected to arrive here on the 6th inst.

The O.S.S. steamer *Patrocin* left Singapore on 31st ult., and is due in Hongkong on 6th inst.

The N. & L. steamer *Edinburgh* left Singapore for this port on the 1st inst., and may be expected here on or about the 7th inst.

The H.A.L. steamer *Silva* left Kobe for this port on the 30th ult., via Shanghai, and may be expected here on or about Friday, the 8th inst.

The N.P. steamer *Clintworth* sailed from Tacoma for Japan and Hongkong on the 7th ult.

The N.P. steamer *Braemar* sailed from Tacoma for Japan and Hongkong on the 14th ult.  
The N.P. steamer *Tacoma* sailed from Tacoma for Japan and Hongkong on the 15th ult.  
The N.P. steamer *Clintworth* sailed from Tacoma for Japan and Hongkong on the 22nd ult.  
The steamer *Lothar Castle*, for Straits, Hongkong, China and Japan, left New York on the 30th ult.

**STEAMERS PASSED THE CANAL.**  
OUTWARD—1st Jan.—*Bedouin*, *Faloutin*, *Hall*, *Cuthay*, Sydney, 4th Jan.—*Bombay*, *Glen*, 8th Jan.—*Bithyrie*, *Rajahmuri*, *Tenaka*, 11th Jan.—*Regulus*, *Patrocin*, 15th Jan.—*Elon*, *Hector*, *Candia*, *Queen*, *Eleonor*, *Kutuschou*, *Pyrrhus*, 18th Jan.—*Tomba Maru*, *Chitlagon*, *Flaudra*, 22nd Jan.—*Khalif*, *Stentor*, *Narberg*, *Nithade*, *Raiden*, *Tenaka*, 25th Jan.—*Frankfurt*, *Kel*, *vidade*, *Tenaka*, 29th Jan.—*Bayern*, *Bombay*, *Glen*, *Patrocin*, *St. Andrew*, 1st Feb.—*H. H. Meyer*, *Neckar*, *Mer*, *Eleonor*, *Orel*, *Alia*, *Elektra*, *Irone*, *Proctor*.  
HOMeward—1st Jan.—*Carolan*, 11th Jan.—*Ernest*, *Simons*, 18th Jan.—*Socotra*, *China*, *Ambrin*, 25th Jan.—*Amam*, 29th Jan.—*Oceanic*, *Shikano*, *Maru*, *Argentin*, 1st Feb.—*Calchas*, *Wittenberg*.  
ARRIVALS AT HOME—1st Feb.—*Prinz*, *Heinrich*, *Hilgen*, *Ulysses*.

**PASSENGERS.**  
ARRIVED.  
Per *Perla*, from Manila, Mrs. Insly, Mr. and Mrs. Mercer, Mrs. Sturges, Mrs. and Miss Thomas, Miss Elmoor, Mrs. R. K. Belnap, Messrs. L. S. Jacott, Garrison, Navi, R. Russell, Nerius, H. B. Caster, Eiland, Nagatu, D. Matson, K. Hayashi and Maclaren.  
Per *Paraventa*, from Hongkong, from London, Mr. Bennett, Sub-Lieut. Harbord, Messrs. M. Farlow and Solomon, from Marcellis, Messrs. Gustavus East, Hopkins, A. Somerville and S. M. Shi lbs; from Port Said, Mr. Kidd; from Bombay, Miss T. Gow and Mr. Chugan Korji; from Calcutta, Miss Cottrell; from Colombo, Lieut.-Col. Boyle; for Shanghai, from London, Messrs. F. Green, F. Travers, Misses Phillips, Thompson, Pike, Harris, Mr. Malcolm, Misses J. Prest, E. Oliver, F. Powell and Mr. Windle; from Marcellis, Mr. F. Lewis; from Singapore, Mr. H. Roberts, Mr. and Mrs. Greengrass and child; for Yokohama, from London, Mr. and Mrs. Whittier.

**MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**  
CODE WORD: "DOCK" NAGASAKI.  
A.I. A.B.C. Scott's and Engineering Codes Used.

**DOCK No. 1 (at TATEGAMI).**  
Extreme Length... 323 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 89  
Width of Entrance on Bottom... 77  
Water on Blocks at Spring Tide... 26 1/2

**DOCK No. 2 (at MUKAJIMA).**  
Extreme Length... 371 feet.  
Length on Blocks... 350  
Width of Entrance on Top... 66  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 22

**PATENT SLIP (at KOSUGE).**  
Can take vessels up to 1,000 tons gross.

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

**BOMBAY-BURMAH TRADING CORPORATION, LIMITED.**  
BANGKOK AND RANGOON.

**TEAK SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANKED, TONGUED, AND GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.**  
PINKADOE RAILWAY SLEEPERS for all GAUGES.  
Rates Supplied and Orders Booked by YARDINE, MATTHEWSON & CO.  
Hongkong, 3rd May, 1895. [2787]

**JUST LANDED.**  
**FRESH AUSTRALIAN CREAMERY BUTTER** in lower top tins (ROSEBUD BRAND), BACONS, HAMS, ENGLISH and AMERICAN PROVISIONS, &c., &c.  
JEEJEEBOY & CO.,  
190, Hollywood Road.  
Hongkong, 31st January, 1901. [378]

## JOINT STOCK SHARES.

STOCKS.	No. of Shares.	Issue Value.	Paid Up.	Last Dividend.	Closing Quotations.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30c. div. at 1/11/12 = \$15.08 per share for 1st half year 1900	\$250 p. a. pr. = \$502.50
Bank of China & Japan, Ltd.	100,000	25	25	None	21
Do. Deferred	100,000	25	25	None	25 1/2
National Bank of China, Ltd.	10,000 A	25	25	30c. for 1899	27, buyers
Do. Founder's Shares	20,000 B	25	25	30c. for 1899	27, buyers
	750 fdra.	25	25	None	22
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p. ct. = \$20 for 1899	\$245, buyers
China Traders Ins. Co., Ltd.	24,000	\$240	\$240	10 p. ct. for 1899	\$245, buyers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p. ct. for 1899	\$110, buyers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	10 p. ct. for 1899	\$110, buyers
Canton Ins. Co., Ltd.	10,000	\$250	\$250	10 p. ct. for 1899	\$110, buyers
Strait Insurance Co., Ltd.	80,000	\$100	\$100	5 p. ct. for 1899	\$110, buyers
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1899	\$315, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$3 for 1899	\$32, buyers
<b>SHIPPING.</b>					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	(\$1.20 for half year ending 30/6/1900)	\$35
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	(\$1.20 for half year ending 30/6/1900)	\$110, buyers
China & Manila S. S. Co., Ltd.	14,000	\$50	\$50	20 p. ct. for 1899	\$75, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ending 30/6/1900	\$40, sellers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	10 p. ct. for year ending 30/6/1900	\$42, buyers
Do. Ordinary	20,000	\$10	\$10	10 p. ct. for year ending 30/6/1900	\$42, buyers
Do. do.	20,000	\$10	\$10	10 p. ct. for year ending 30/6/1900	\$42, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	10 p. ct. for year ending 30/6/1900	\$42, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	10 p. ct. for year ending 30/6/1900	\$42, buyers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	10 p. ct. for year ending 30/6/1900	\$122, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	10 p. ct. for year ending 30/6/1900	\$40, sellers
<b>MINE.</b>					
Punjom Mining Co., Ltd.	60,000	\$8	\$8	None	\$33, sellers
Do. Preference	30,000	\$8	\$8	None	\$1.20
Sociedad Fran. des Charbonnages du Tonkin	16,000	\$250	\$250	None	\$325, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	7 cts., sellers
Global Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year ending 31/7/91 (coupon 4)	\$6, sales
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	10 p. ct. for year ending 31/7/91	\$37, sellers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$2, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	None	\$1.10
Do. Preference	70,000	\$1	\$1	None	5 cts.
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Wharves Dock Co., Limited	12,500	\$125	\$125	8 p. ct. & 12 p. ct. bonus for 1st year ending 30/6/1900	\$630 p. c. pr. = \$912 1/2
Hongkong and Kowloon Wharf and G. Co., Ltd.	30,000	\$50	\$50	10 p. ct. for year ending 31/7/91	\$50, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,600	\$100	\$100	10 p. ct. for year ending 31/7/91	\$63, buyers
New Amoy Dock Co., Ltd.	6,000	\$84	\$84	22 p. ct. for year ending 31/7/91	\$21, buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Final 36 on account 1900	\$199, sellers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$11 for 1899	\$28, buyers
West Point Building Company, Limited	12,500	\$50	\$50	Final 36 on account 1900	\$49
Hongkong Hotel Company, Limited	12,000	\$30	\$30	10 p. ct. for half year ending 30/6/1900	\$125, sellers
Oriental Hotel Co., Limited	7,000	\$50	\$50	First year	\$50, sellers
Humphreys Est. & Fia. Co.	100,000	\$10	\$10	\$1 per share for 1900	\$13, or div.
<b>COTTON MILLS.</b>					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	3 p. ct. for period ending 31/10/91	Tia. 50
International Cotton Spinning and Weaving Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account 95	Tia. 45
Latou-kung-mow Cotton Spinning & Weaving Co., Ltd.	9,000	\$100	\$100	3 p. ct. on account 95	Tia. 65
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	3 p. ct. for period ending 31/12/91	Tia. 325, buyers
Yukihong Cotton Spinning & Weaving Co., Ltd.	7,500	\$100	\$100	None	Tia. 50
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 1900	\$194, sellers
China Portland Cement Co., Ltd.	7,500	\$20	\$20	10 p. ct. for 1900	\$33
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. ct. for 1900	\$10, sales
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cts. per share	\$121, sellers
Hongkong and China Gas Co., Ltd.	30,000	\$10	\$10	70 cts. per share	\$101, buyers
Co. Amoy, Limited	7,000	\$10	\$10	9 p. ct. for 1899	\$118, buyers
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	\$10 for 1899	\$170, sellers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1899	\$59, sellers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	15 p. ct. for 1899	\$175, sellers
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$14 for year ending 30/11/1900	\$153, buyers
Hk. Steam Water-boat Co., Ltd.	7,500	\$10	\$10	\$1 per share	\$5
Dairy Farm Co., Ltd.	10,000	\$71	\$71	\$1 per share	\$5
Carmichael & Co., Ltd.	2,000	\$25	\$25	\$1 for 1899	\$5
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	15 p. ct. for 1899	\$55, sales
Campbell, Macdonald & Co., Ltd.	1,200	\$10	\$10	10 p. ct. for 1899	\$20
Bell's Asbestos & Agcy., Ltd.	10,000	\$1	\$1	None	\$1, buyers
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	75c. p. share for year ending 31/12/91	\$71, buyers
Tobacco Planting Co., Ltd.	20,000	\$5	\$5	10 p. ct. for year ending 31/12/91	\$21, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	10 p. ct. for 1899	\$124, sellers
Watkins, Limited	10,000	\$10	\$10	10 p. ct. for 1899	\$51, sellers
Universal Trading Co., Ltd.	50,000	\$20	\$20	10 p. ct. for 1899	\$51, sellers
<b>CRACK COGNAC.</b>					
Alhambra, Limited	200	\$500	\$500	25 p. ct. for year ending 30/6/1900	\$1,503, buyers
La Commercial, Limited	200	\$500	\$500	10 p. ct. for 1899	\$1,000
Henshin, Limited	750	\$100	\$100	10 p. ct. for 1899	\$105, sellers
La Favorita, Limited	180	\$500	\$500	10 p. ct. for 1899	\$700, sellers

**MITSUBI BUSSAN KAISHA**  
No. 6, Ice House Street, Praya Central.  
Head Office—Tokyo.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

**AGENTS FOR:**  
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